Gm Report 1962

STATEMENT SHOWING, IN CHRONOLOGICAL ORDER, THE DATE OF OPENING AND THE MILEAGE OF EACH SECTION OF RAILWAY.

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1859	*Private Law	1860	26th June	Point	Durban	—	—	—	—	—	2	2	2
1857	†Cape No. 20	1862	13th Feb.	Cape Town	Eerste River	—	—	—	—	—	21	—	—
1857	†Cape No. 20	1862	1st May	Eerste River	Stellenbosch	—	—	—	—	—	9	32	32
1857	†Cape No. 20	1863	4th Nov.	Stellenbosch	Wellington	—	—	—	—	—	27	59	59
1861	‡Cape No. 35	1864	19th Dec.	Salt River	Wynberg	—	—	—	—	—	6	65	65
1865	*Private Law	1867	4th April	Durban	Umgeni	—	—	—	—	—	3	68	68
		1868	—	—	—	—	—	—	—	—	—	68	68
		1869	—	—	—	—	—	—	—	—	—	68	68
		1870	—	—	—	—	—	—	—	—	—	68	68
		1871	—	—	—	—	—	—	—	—	—	68	68
		1872	—	—	—	—	—	—	—	—	—	68	68
1872	Cape No. 15	1873	§1st Jan.	Cape Town	Wellington	57 47	—	—	—	—	*57*	11	68
		1874	—	—	—	—	—	—	—	—	—	11	68
1874	Cape No. 19	1875	11th May	(*a*) Cape Town Docks	Junction with main line	7 01	—	—	—	—			
1873	Cape No. 13		26th July	Port Elizabeth	Addo	31 49	—	—	—	—			
1873	Cape No. 13		1st Sept.	Wellington	Tulbagh Road	29 65	—	—	—	—			
1874	Cape No. 19		22nd Sept.	††Swartkops	Uitenhage	13 39	—	—	—	—			
1873	Cape No. 13		3rd Nov.	Tulbagh Road	Wolseley	9 45	—	—	—	—	—	11	160
1873	Cape No. 13	1876	§1st Jan.	Cape Town	Wynberg	8 06	—	—	—	—	*6*		
1873	Cape No. 13		1st March	Addo	Coerney	7 48	—	—	—	—			
1873	Cape No. 13		‖1st April	(*b*)Coerney	Sand Flats	14 68	—	—	—	—			
1873	Cape No. 13		16th June	Wolseley	Worcester	24 30	—	—	—	—			
1874	Cape No. 19		14th Sept.	Bellville	Muldersvlei	14 14	—	—	—	—			
1874	Cape No. 19		18th Dec.	East London	Blaney	29 74	—	—	—	—		5	252
1875	Natal No. 4	1877	§1st Jan.	Point	Umgeni	—	5 39	—	—	—	*5*		
1874	Cape No. 19		6th Feb.	††Uitenhage	Kariega	36 22	—	—	—	—			
1874	Cape No. 19		1st May	Kariega	Glenconnor	7 03	—	—	—	—			
1874	Cape No. 19		1st May	Blaney	King William's Town	12 05	—	—	—	—			
1874	Cape No. 19		1st May	Blaney	Kei Road	14 03	—	—	—	—			
1873	Cape No. 13		¶27th May	Sand Flats	Alicedale	16 20	—	—	—	—			
1874	Cape No. 19		25th Sept.	Kraaifontein	Kalbaskraal	20 39	—	—	—	—			
1874	Cape No. 19		7th Nov.	Worcester	Kleinstraat	43 59	—	—	—	—			
1874	Cape No. 19		12th Nov.	Kalbaskraal	Malmesbury	9 13	—	—	—	—		—	412
1874	Cape No. 19	1878	1st Feb.	Kleinstraat	Matjiesfontein	42 14	—	—	—	—			
1874	Cape No. 19		15th April	Kei Road	Kubusie	12 57	—	—	—	—			
1875	Natal No. 4		— May	Durban	Pinetown	—	16 43	—	—	—			
1875	Natal No. 4		25th May	Umgeni	Avoca	—	4 21	—	—	—			
1874	Cape No. 19		1st Aug.	Glenconnor	Mount Stewart	48 63	—	—	—	—			
1874	Cape No. 19		15th Aug.	Kubusie	Dohne	6 15	—	—	—	—			
1874	Cape No. 19		15th Aug.	East London	Landing Jetty	5 71	—	—	—	—			
1874	Cape No. 19		4th Nov.	Matjiesfontein	Koup	42 05	—	—	—	—	—	—	591

* These lines were built and opened by the Natal Railway Co., Ltd., and were acquired by the Natal Government on 1st January, 1877, under Act No. 4 of 1875.

† These lines were built and opened by the Cape Town, Wellington and Docks Railway Co., Ltd., and were acquired by the Cape Government on 1st January, 1873, under Act No. 15 of 1872.

‡ The Salt River–Wynberg railway was built by the Wynberg Railway Co., leased to the Cape Government on 1st January 1873, by Act No. 15 of 1872, and acquired by the Cape Government on 1st January, 1876, under Act No. 8 of 1876.

§ Date acquired by Government.

‖ Section between 47 miles 78 chains and 53 miles 67 chains uplifted August, 1933, as result construction of deviation on improved location.

¶ Section between 55 miles and 69 miles 74 chains uplifted November. 1934, as result construction of deviation on improved location.

†† As a result of deviations between Swartkops and Kariega, the distance has been shortened by 77 chains.

(*a*) As a result of the construction of a new marshalling-yard at Cape Town the distance between Harbour Zero and junction with main line has been reduced by 5 miles 31 chains.

(*b*) As a result of deviations and doubling between Coerney and Sand Flats, the distance has been shortened by 20 chains.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1874	Cape No. 19	1879	1st Jan.	**Dohne	Toise River	11 31	—	—	—	—			
1874	Cape No. 19		3rd Feb.	Mount Stewart	Aberdeen Road	32 72	—	—	—	—			
1874	Cape No. 19		3rd Feb.	Alicedale	Kommadagga	22 27	—	—	—	—			
1874	Cape No. 19		3rd March	Alicedale	Atherstone	22 17	—	—	—	—			
1875	Natal No. 4		15th March	Avoca	Mount Edgecombe	—	5 68	—	—	—			
1875	Natal No. 4		— March	Pinetown	Botha's Hill	—	13 58	—	—	—			
1874	Cape No. 19		17th March	Aberdeen Road	Kendrew	19 75	—	—	—	—			
1874	Cape No. 19		11th Aug.	Koup	Fraserburg Road	52 15	—	—	—	—			
1874	Cape No. 19		26th Aug.	Kendrew	Graaff-Reinet	19 48	—	—	—	—			
1875	Natal No. 4		1st Sept.	Mount Edgecombe	Verulam	—	6 06	—	—	—			
1874	Cape No. 19		3rd Sept.	Atherstone	Grahamstown	12 66	—	—	—	—			
1874	Cape No. 19		17th Sept.	‡‡Kommadagga	Middleton	16 67	—	—	—	—			
1874	Cape No. 19		3rd Nov.	**Toise River	Cathcart	30 62	—	—	—	—	—	—	857
1875	Natal No. 4	1880	1st Feb.	Rossburgh	Isipingo	—	6 57	—	—	—			
1874	Cape No. 19		5th Feb.	Fraserburg Road	Beaufort West	48 11	—	—	—	—			
1874	Cape No. 19		2nd March	|||Middleton	Cookhouse	17 08	—	—	—	—			
1874	Cape No. 19		5th May	§§Cathcart	Queenstown	44 78	—	—	—	—			
1875	Natal No. 4		— Oct.	Botha's Hill	Camperdown	—	16 17	—	—	—			
1875	Natal No. 4		— Dec.	Camperdown	Pietermaritzburg	—	24 60	—	—	—	—	—	1,015
1874	Cape No. 19	1881	1st June	***Cookhouse	Cradock	55 36	—	—	—	—	—	—	1,070
1881	Cape No. 14	1882	15th Dec.	Wynberg	Muizenberg	7 26	—	—	—	—	—	—	1,078
1881	Cape No. 14	1883	2nd April	¶¶Cradock	Rosmead	61 48	—	—	—	—			
1881	Cape No. 14		5th May	Muizenberg	Kalk Bay	1 48	—	—	—	—			
1881	Cape No. 14		14th May	Beaufort West	Hutchinson	80 02	—	—	—	—			
1881	Cape No. 14		15th Oct.	Queenstown	Sterkstroom	35 61	—	—	—	—			
1881	Cape No. 14		16th Oct.	(*b*)Rosmead	††Colesberg	64 58	—	—	—	—	—	—	1,322
1881	Cape No. 14	1884	31st March	Hutchinson	De Aar	80 24	—	—	—	—			
1881	Cape No. 14		31st March	Noupoort	De Aar	68 64	—	—	—	—			
1881	Natal No. 1		— May	(*a*)Pietermaritzburg	Merrivale	—	15 19	—	—	—			
1881	Cape No. 14		16th Sept.	Sterkstroom	Molteno	20 73	—	—	—	—			
1881	Cape No. 14		3rd Nov.	De Aar	Orange River	70 15	—	—	—	—			
1881	§Cape No. 5		1st Dec.	Grahamstown	Port Alfred	—	—	—	—	—	44	44	1,621
1881	Cape No. 14	1885	19th March	Molteno	Burgersdorp	32 76	—	—	—	—			
1881	Cape No. 14		2nd Sept.	Burgersdorp	Aliwal North	37 05	—	—	—	—			
1885	Cape No. 1		28th Nov.	Orange River	Kimberley	77 09	—	—	—	—			
1881	Natal No. 1		21st Dec.	(*a*)Merrivale	†Estcourt	—	61 50	—	—	—	—	44	1,829
1881	Natal No. 1	1886	21st June	(*a*)Estcourt	Ladysmith	—	45 52	—	—	—			
1869	¶‡Cape No. 4		1st Aug.	Port Nolloth	Twenty-two Mile	—	—	—	—	—	22	66	1,897
1869	¶Cape No. 4	1887	1st June	Twenty-two Mile	Anenous	—	—	—	—	—	26		
1883	Cape No. 16		— Oct.	Worcester	Ashton	—	—	—	—	—	42	134	1,965
1869	¶Cape No. 4	1889	23rd April	Brakpits	Concordia	—	—	—	—	—	9		
1887	Natal No. 25		4th Sept.	Ladysmith	Glencoe Junction	—	41 05	—	—	—			
1888	Cape No. 20		21st Oct.	Eerste River	Somerset West	8 62	—	—	—	—		143	2,024

** As a result of deviations on the Cape Eastern mainline the distance between Dohne and Cathcart was shortened by 11 miles 77 chains.

‡‡ As a result of deviations between Kommadagga and Middleton, the distance has been shortened by 1 mile 41 chains.

§ This line was built and opened by the Kowie Railway Company and acquired by the Union Government on 1st April, 1913, by Resolution of Parliament.

¶ 2-ft. 6-in. gauge.

‡ Opened for mule traction, Port Nolloth to Okiep, 1st January, 1876.

†† The section Colesberg Junction–Colesberg, 2 miles 27 chains, was uplifted in August, 1931.

† Deviation Newleigh–Estcourt offering an alternative route to the original line Newleigh–Willowgrange–Estcourt constructed and opened in September, 1914.

§§ As a result of deviations on the Cape Eastern mainline the distance between Cathcart and Queenstown was shortened by 4 miles 47 chains.

|||| As a result of deviations between Middleton and Cookhouse the distance has been shortened by 2 miles 51 chains.

*** As a result of deviations between Cookhouse and Cradock the distance was shortened by 6 miles 44 chains.

¶¶ As a result of deviations between Cradock and Rosmead the distance has been shortened by 2 miles 58 chains.

(*a*) As a result of deviations between Pietermaritzburg and Ladysmith the distance has been shortened by 11 miles 44 chains.

(*b*) As a result of deviations between Rosmead and Noupoort the distance has been lengthened by 75 chains.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1888	Cape No. 20	1890	1st Feb.	Somerset West	Sir Lowry's Pass	5 20	—	—	—	—			
1888	†Z.A.R.V.R.R. No. 1070		17th March	Braamfontein	Boksburg	—	—	—	—	—	16		
1891	*Natal No. 28		28th March	Glencoe Junction	Talana	—	—	—	—	—	6		
1888	Natal No. 5		15th May	Glencoe Junction	Newcastle	—	36 33	—	—	—			
1889	†Z.A.R.V.R.R. 2nd June		13th Oct.	Boksburg	Springs	—	—	—	—	—	14		
1889	†Z.A.R.V.R.R. No. 1243		17th Nov.	Braamfontein	Roodepoort	—	—	—	—	—	11		
1889	Cape No. 28		1st Dec.	Kalk Bay	Simonstown	5 40	—	—	—	—			
1888	Cape No. 20		1st Dec.	Kimberley	Fourteen Streams	47 48	—	—	—	—			
1890	Cape No. 13		1st Dec.	Fourteen Streams	Vryburg	79 22	—	—	—	—			
1888	Cape No. 20		17th Dec.	Colesberg Junction	Norvals Pont Bridge	23 72	—	—	—	—			
1889	‡O.V.S.V.R.R. 7th May		17th Dec.	Norvals Pont Bridge	Bloemfontein	—	—	—	120 67	—	—	190	2,390
1889	†Z.A.R.V.R.R. No. 1243	1891	10th Feb.	Roodepoort	Krugersdorp	—	—	—	—	—	8		
1888	Natal No. 5		7th April	Newcastle	Charlestown	—	32 33	—	—	—			
1890	†Z.A.R.F.V.R.R. No. 502		1st July	Portuguese Border	Komatipoort	—	—	—	—	—	3		
1890	†Z.A.R.F.V.R.R. No. 502		1st Oct.	Komatipoort	Hectorspruit	—	—	—	—	—	19		
1890	†Z.A.R.F.V.R.R. No. 502		28th Dec.	Hectorspruit	Malelane	—	—	—	—	—	11	231	2,463
1890	Cape No. 10	1892	8th Feb.	Rosmead	Stormberg Junction	82 48	—	—	—	—			
1891	‡Railway Convention		20th Feb.	Bloemfontein	Kroonstad	—	—	—	***127 14	—			
1890	†Z.A.R.F.V.R.R. No. 502		10th March	Malelane	Kaapmuiden	—	—	—	—	—	12		
1890	†Z.A.R.F.V.R.R. No. 502		18th April	Kaapmuiden	Krokodilpoort	—	—	—	—	—	12		
1891	‡Railway Convention		7th May	Kroonstad	Vaal River Bridge	—	—	—	‖‖85 09	—			
1891	‡Railway Convention		21st May	Bethulie Bridge	Springfontein	—	—	—	27 70	—			
1889	Cape No. 28		21st May	Dreunberg	Bethulie Bridge	38 50	—	—	—	—			
1888	†Z.A.R.F.V.R.R. No. 502		20th June	Krokodilpoort	Nelspruit	—	—	—	—	—	14		
1890	§Natal No. 5		12th July	††Danskraal (Daimana)	Harrismith	—	35 79	—	23 75	—			
1890	†Z.A.R.F.V.R.R. No. 502		15th Sept.	Vaal River Bridge	Germiston	—	—	—	—	—	40	309	2,962
1890	Z.A.R.F.V.R.R. No. 502	1893	1st Jan.	Germiston	Pretoria	—	—	—	—	—	35		
1871	¶Cape No. 3		15th March	Anenous	Kookfontein	—	—	—	—	—	12		
1873	¶Cape No. 24		15th March	Kookfontein	Okiep	—	—	—	—	—	32		
1873	¶Cape No. 24		15th March	Garracoop	Nababiep	—	—	—	—	—	8		
1890	Z.A.R.F.V.R.R. No. 502		1st June	Nelspruit	Alkmaar	—	—	—	—	—	12		
1890	Z.A.R.F.V.R.R. No. 502		20th Nov.	Alkmaar	Elandshoek	—	—	—	—	—	12		
1890	Z.A.R.F.V.R.R. No. 502		30th Dec.	Elandshoek	Airlie	—	—	—	—	—	18	438	3,091
1890	Z.A.R.F.V.R.R. No. 502	1894	20th Jan.	Airlie	Waterval-Onder	—	—	—	—	—	10		
1890	Z.A.R.F.V.R.R. No. 502		13th May	Pretoria	Eerste Fabrieke	—	—	—	—	—	12		
1890	Z.A.R.F.V.R.R. No. 502		20th June	Waterval-Onder	Waterval-Boven	—	—	—	—	—	9		
1890	Z.A.R.F.V.R.R. No. 502		10th July	Waterval-Boven	Machadodorp	—	—	—	—	—	8		
1890	Z.A.R.F.V.R.R. No. 502		1st Sept.	Eerste Fabrieke	Elands River	—	—	—	—	—	15		
1892	B. Bech. Prot. No. 151		3rd Oct.	Vryburg	Mafeking	—	—	—	—	—	96		
1890	Z.A.R.F.V.R.R. No. 502		15th Oct.	Elands River	Bronkhorstspruit	—	—	—	—	—	11		
1890	Z.A.R.F.V.R.R. No. 502		18th Nov.	Bronkhorstspruit	Machadodorp	—	—	—	—	—	114	713	3,366
1893	§§Z.A.R.F.V.R.R. No. 1195	1895	27th Aug.	Natal–Transvaal Border	Standerton	—	—	—	—	—	60		
1893	§§Z.A.R.F.V.R.R. No. 1195		15th Nov.	Standerton	Heidelberg	—	—	—	—	—	71		
1894	Natal No. 32		1st Dec.	Charlestown	Natal–Transvaal Border	—	2 45	—	—	—			
1893	§§Z.A.R.F.V.R.R. No. 1195		15th Dec.	Heidelberg	Union Junction	—	—	—	—	—	26	870	3,525
1892	**Cape No. 39	1896	1st Feb.	Sterkstroom	Indwe	—	—	—	—	—	67		
1890	Z.A.R.F.V.R.R. No. 511		1st April	Kaapmuiden	Barberton	—	—	—	—	—	34		
1893	Z.A.R.F.V.R.R. No. 1746		3rd May	Krugersdorp	Randfontein	—	—	—	—	—	7		
1891	Natal No. 28		‡‡1st July	Glencoe Junction	Talana	—	8 35	—	—	—	6		
1893	Z.A.R.F.V.R.R. No. 1746		2nd Nov.	Randfontein	Fredrikstad	—	—	—	—	—	45	1,017	3,681

Z.A.R.V.R.R. and F.V.R.R. represent South African Republic Volksraad and First Volksraad Resolutions, respectively. Z.A.S.M. represents Netherlands South African Railway Company. O.V.S.V.R.R. represents Orange Free State Volksraad esolution.

** This line was built by the Umvani–Indwe Railway Co., and acquired by the Cape Government on 1st November, 1900, nder Act No. 19.

‡ Railways in the Orange Free State from Norvals Pont Bridge to Vaal River Bridge and from Bethulie Bridge to pringfontein, were built by the Cape Government and worked by them under a Railway Convention, the Orange Free State king possession on 1st January, 1897.

§ The section from Van Reenen to Harrismith was built under an agreement between the Orange Free State and Natal overnments.

* Built by the Dundee Collieries Co., under agreement with Natal Government Railways in March, 1889, the line to be orked and controlled by the Natal Government Railways after a period of six months, and to pass finally into the possession f the Government on 1st July, 1896.

‡‡ Date acquired by Government.

§§ The line, Natal–Transvaal Border to Union, was built by the Natal Government under agreement with the N.Z.A.S.M.

¶ 2-ft. 6-in. gauge.

‖‖ As a result of deviations between Kroonstad and Vaal River Bridge the distance has been shortened by 2 miles 9 chains.

*** As a result of deviations between Bloemfontein and Kroonstad the distance has been shortened by 4 miles 8 chains.

‖ The Cape Government's powers of construction under Act No. 20 of 1888, as affecting the Kimberley–Fourteen Streams line, were shortly after construction work had been commenced, transferred by agreement, dated 23rd January, 1890, to the British South Africa Company, that Company undertaking to construct the line from Kimberley to a point on the north bank of the Vaal River (Fourteen Streams) and to continue the line to the then Cape border (Jan Kempdorp station), thence to Vryburg (then in British Bechuanaland territory). This agreement of 23rd January, 1890, was ratified by Cape Act No. 13 of 1890, which also authorized the purchase of the line from Kimberley to Vryburg. The High Commissioner for South Africa, in his capacity of Governor of the Colony of British Bechuanaland, authorised the construction of the line within the territory of British Bechuanaland.

† These lines were built and worked by the N.Z.A.S.M. under concessions granted by the South African Republic.

†† As a result of regrading between Danskraal and Harrismith, the distance has been lengthened by 2 miles 76 chains.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines. ‡‡		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1893	Z.A.R.F.V.R.R. No. 1746	1897	11th Jan.	Frederikstad	Potchefstroom	—	—	—	—	—	14		
1894	Natal No. 16		22nd Feb.	§§Isipingo	Umkomaas	—	18 44	—	—	—			
1895	B. Bech. Prot. No. 227		13th March.	Mafeking	Ramatlhabama	—	—	—	—	—	16		
1893	Z.A.R.F.V.R.R. No. 1746		3rd Aug.	Potchefstroom	Klerksdorp	—	—	—	—	—	29		
1895	Cape No. 28		1st Oct.	Rosmead Junction	Middelburg	6 71	—	—	—	—			
1894	Natal No. 16		1st Dec.	§§Umkomaas	Park Rynie	—	9 04	—	—	—			
1894	††Natal No. 34		3rd Dec.	Verulam	Tongaat	—	—	—	—	—	12		
1894	Natal No. 27		15th Dec.	Thornville Junction	Richmond	—	17 14	—	—	—	—	1,088	3,803
1895	Cape No. 28	1898	3rd March.	Middelburg	Graaff-Reinet	91 16	—	—	—	—			
1894	††Natal No. 34		17th May.	Tongaat	Umhlali	—	—	—	—	—	10		
1896	Natal No. 20		13th June.	Clairwood	Wests	—	6 46	—	—	—			
1896	*Z.A.R.F.V.R.R. No. 775		1st July.	Pretoria	Nylstroom	—	—	—	—	—	82		
1894	††Natal No. 34		10th Aug.	Umhlali	Stanger	—	—	—	—	—	13		
1896	*Z.A.R.F.V.R.R. No. 775		1st Oct.	Nylstroom	Potgietersrus	—	—	—	—	—	56		
1898	O.V.S.V.R.R. 20th June		1st Nov.	Theunissen	Winburg	—	—	—	28 10	—			
1894	††Natal No. 34		1st Dec.	Stanger	Tugela	—	—	—	—	—	16		
	—		—	Bamboo Junction	Cape Collieries	—	—	—	—	—	16	1,281	4,122
1898	O.V.S.V.R.R. 20th June	1899	31st Jan.	Wolwehoek	Heilbron	—	—	—	30 61	—			
1894	Cape No. 37		12th April.	Ashton	Swellendam	—	—	—	—	—	41		
1886	*Z.A.R.F.V.R.R. No. 775		1st May.	Potgietersrus	Pietersburg	—	—	—	—	—	39		
1897	Natal No. 20		10th May.	Pietermaritzburg	Albert Falls	—	18 28	—	—	—			
1897	Natal No. 20		25th Oct.	Albert Falls	New Hanover	—	11 12	—	—	—	—	1,361	4,263
1897	Natal No. 20	1900	1st Feb.	New Hanover	Dalton	—	9 75	—	—	—			
1897	Natal No. 20		19th April.	Dalton	Sevenoaks	—	11 27	—	—	—			
1897	Natal No. 20		25th July.	Sevenoaks	Greytown	—	14 12	—	—	—			
1897	Natal No. 22		8th Aug.	§§Park Rynie	Umzinto	—	10 40	—	—	—			
1897	Natal No. 21		8th Aug.	§§Kelso Junction	Mtwalume	—	11 54	—	—	—			
1900	Cape No. 19		‡1st Nov.	**Sterkstroom	Indwe	67 36	—	—	—	—	67		
1898	Cape No. 40		5th Dec.	Bowker's Park	Tarkastad	32 49	—	—	—	—	—	1,294	4,353
1899	†Natal No. 40	1901	13th March.	Stanger	Kearsney	—	—	—	—	—	8		
1897	Natal No. 21		20th March.	§§Mtwalume	Umzumbe	—	11 07	—	—	—			
1897	Natal No. 21		27th July.	§§Umzumbe	North Shepstone	—	9 63	—	—	—			
1900	Cape No. 19		‡5th Sept.	Bamboo Junction	Cape Collieries	16 00	—	—	—	—	16		
1898	Cape No. 40		9th Sept.	Malmesbury	Moorreesburg	29 75	—	—	—	—		1,286	4,413
1901–2§	Military Railways	1902	1st May.	Bloemfontein	Sannaspos (Waterworks)	—	—	—	21 41	—			
	Taken over on British occupation		‡31st May.	Springs	Klerksdorp	—	—	143 71	—	—	145		
			‡31st May.	Pretoria	Vaal River Bridge	—	—	74 29	—	—	75		
			‡31st May.	Pretoria	Portuguese Border	—	—	292 20	—	—	292		
			‡31st May.	Pretoria	Pietersburg	—	—	176 76	—	—	177		
			‡31st May.	Kaapmuiden	Barberton	—	—	34 47	—	—	34		
			‡31st May.	‖‖Natal–Transvaal Border	Union Junction	—	—	156 25	—	—	157		
1899‖	Natal No. 42		18th July.	Tugela	Mhlatuze	—	43 62	—	—	—			
1898	Cape No. 40		1st Aug.	Sir Lowry's Pass	Caledon	52 07	—	—	—	—			
1898	Cape No. 40		1st Aug.	Cookhouse	Somerset East	19 31	—	—	—	—			
1898	Cape No. 40		1st Aug.	Klipplaat	Willowmore	61 73	—	—	—	—			
1898	Cape No. 40		15th Nov.	Moorreesburg	Eendekuil	49 40	—	—	—	—		406	4,660

Z.A.R.F.V.R.R. represents South African Republic First Volksraad Resolution. N.Z.A.S.M. represents Netherlands South African Railway Company. O.V.S.V.R.R. represents Orange Free State Volksraad Resolution.

* The line, Pretoria to Pietersburg, was built and worked under a concession granted to the Pretoria–Pietersburg Railway Company. Other lines in the Transvaal were built under concessions granted to the N.Z.A.S.M.

† 2-ft. gauge uplifted during 1948–49.

‡ Date acquired by Government.

§ The Imperial Military Authorities commenced the construction of the line, Bloemfontein–Modderpoort. Construction was continued on this line by the Financial Board of Control from 15th September, 1902, and it was adopted in the Construction Programme of the Inter-Colonial Council in its first Session, July, 1903.

‖ Constructed under agreement and purchased by Natal Government under authority of Act No. 7 of 1905.

‡‡ Private lines include Natal–Zululand Railway, (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

§§ As a result of deviations between Rossburgh and Port Shepstone, the distance has been reduced by 4 miles 08 chains.

‖‖ As a result of deviations between Volksrust and Union the distance has been reduced by 11 miles.

†† Built by J. L. Hulett & Sons, Ltd., of Durban, who ceded their rights to the Natal–Zululand Railway, Ltd., by cession dated 27/3/1896. Line taken over by S.A.R. on 1st July, 1947.

** Section between 35 miles and 42 miles 64 chains uplifted December, 1932, as a result of deviation of line to serve Dordrecht Town.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.‡‡		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1899¶	Natal No. 42	1903	16th Jan.	Mhlatuze	Empangeni	—	7 02	—	—	—			
1898	Natal No. 35		5th Feb.	Talana	Dejagersdrif	—	17 02	—	—	—			
1898	Cape No. 42		19th Feb.	Swellendam	Riversdale	—	—	—	—	—	64		
1900	Cape No. 19		*y*28th Feb.	Kalbaskraal	Hopefield	46 69	—	—	—	—			
1898	Cape No. 40		2nd March.	Cookhouse	Bedford	24 40	—	—	—	—			
1901–2*x*	Military Railways		22nd March.	Sannaspos (Waterworks)	Thaba Nchu	—	—	—	17 03	—			
	Military Railways		1st April	Harrismith	Aberfeldy	—	—	—	20 60	—			
1898	Cape No. 40		15th April	Willowmore	Uniondale Road	36 76	—	—	—	—			
1899¶	Natal No. 42		17th April	Empangeni	Kwa-Mbonambi	—	18 02	—	—	—			
1901–2*x*	Military Railways		27th April	India Junction	Driehoek (avoiding line)	—	—	00 53	—	—			
1899¶	Natal No. 42		26th June	Kwa-Mbonambi	Mtubatuba	—	16 74	—	—	—			
1898	Cape No. 40		1st Aug.	Uniondale Road	Vlakteplaas	23 20	—	—	—	—			
1899¶	Natal No. 42		**17th Sept.	Mtubatuba	Somkele	—	12 20	—	—	—			
1901–2*x*	Military Railways		1st Nov.	India Junction	New Canada (Canada Junction)	—	—	14 46	—	—			
1903	Natal No. 9		12th Nov.	Dejagersdrif	Lucas Meyer (Vryheid)	—	33 62	—	—	—			
1898	Cape No. 40		14th Dec.	Vlakteplaas	Le Roux	15 38	—	—	—	—			
1898	Cape No. 40		14th Dec.	Bedford	Adelaide	17 56	—	—	—	—			
1898	Cape No. 40		14th Dec.	King William's Town	Middledrift	31 17	—	—	—	—	—	470	5,078
1898	§Cape No. 17	1904	1st Feb.	Maitland	Ottery	—	—	—	—	—	7		
1898	Cape No. 40		1st March.	Le Roux	Oudtshoorn	16 42	—	—	—	—			
1898	Cape No. 40		2nd May.	Middledrift	Alice	13 62	—	—	—	—			
1902	Cape No. 38		7th June	Paarl	Franschhoek	17 11	—	—	—	—			
1903	*I.C.C.R., 8th July		15th June	Thaba Nchu	Modderpoort	—	—	—	45 73	—			
1902	Cape No. 38		17th Aug.	Indwe	Xalanga	30 62	—	—	—	—			
1904	†Comnr. of Railways, 22nd April		1st Sept.	*c* Hamilton	Tempe	—	—	—	—	—	4		
1902	Cape No. 38		7th Sept.	Amabele	Komga	26 65	—	—	—	—			
1898	Cape No. 16		22nd Sept.	‖Milnerton Junction	Milnerton	—	—	—	—	—	4		
1898	Cape No. 40		17th Oct.	Alice	Adelaide	43 07	—	—	—	—			
—	§	—	1st Nov.	Mafeking	Buhrmannsdrif	—	—	—	—	—	10		
1901	Natal No. 36		3rd Nov.	Pietermaritzburg	Elandskop	—	35 39	—	—	—			
1903	*‡I.C.C.R., 8th July		15th Dec.	Langlaagte	Vereeniging	—	—	43 62	—	—			
—	—		—	Artois	Wolseley (Ceres Road)	4 19	—	—	—	—	—	495	5,382
1903	*I.C.C.R., 8th July	1905	1st Feb.	Springfontein	Jagersfontein	—	—	—	48 13	—			
1903	*I.C.C.R., 8th July		1st March.	Aberfeldy	Bethlehem	—	—	—	44 10	—			
1904	*§I.C.C.R., 15th June		27th March.	Rayton	Cullinan	—	—	—	—	—	6		
1902	Cape No. 38		1st April.	De Aar	Omdraaisvlei	72 65	—	—	—	—			
1902	Cape No. 38		15th April.	Komga	§§Zigzag	18 30	—	—	—	—			
1902	Cape No. 38		1st May.	Hutchinson	Pampoenpoort	48 04	—	—	—	—			
1902	Cape No. 38		18th May.	Xalanga	Elliot	19 27	—	—	—	—			
1903	*§I.C.C.R., 8th July		1st Aug.	Klerksdorp	Orkney (Eastleigh)	—	—	—	—	—	7		
1903	*I.C.C.R., 8th July		1st Aug.	Orkney (Eastleigh)	Vierfontein	—	—	4 35	5 60	—			
1903	*I.C.C.R., 8th July		1st Aug.	Springs	Leslie	—	—	36 41	—	—			
1902	Cape No. 38		19th Sept.	Omdraaisvlei	Prieska	38 75	—	—	—	—			
1903	*I.C.C.R., 8th July		2nd Oct.	Leslie	Bethal	—	—	45 14	—	—			
1901	Natal No. 36		1st Nov.	Elandskop	Donnybrook	—	42 38	—	—	—			
1898	*a*Cape No. 40		1st Nov.	Humewood Road	Humansdorp	68 61	—	—	—	—			
1902	Cape No. 38		1st Nov.	Zigzag	§§Eagle	9 22	—	—	—	—			
1902	Cape No. 38		2nd Nov.	Aliwal North	Lady Grey	39 62	—	—	—	—			
1905	Cape No. 44		*b*1st Dec.	Cape Town	Sea Point	3 51	—	—	—	—			
1905	Cape No. 44		16th Dec.	Van der Stel	Strand	2 18	—	—	—	—			
1904	*§I.C.C.R., 17th November		16th Dec.	Modderpoort	Ladybrand	—	—	—	—	—	7		
1903	*I.C.C.R., 4th July		18th Dec.	Marseilles	Maseru	—	—	—	16 32	—			
1903	*I.C.C.R., 8th July		20th Dec.	Bethal	Breyten	—	—	40 11	—	—			
1904	*I.C.C.R., 15th June		22nd Dec.	Dover	Parys	—	—	—	20 18	—	—	515	6,027

* I.C.C.R. represents the resolutions of the Inter-Colonial Council of the Transvaal and Orange Free State.

a 2-ft. gauge. *b* This line was uplifted on 17th April, 1929. *c* Closed as from 1st April, 1932, but not uplifted.

† Constructed on behalf of Imperial Military Authorities; approved by Railway Commissioner per his 2327/43 of 22nd April, 1904.

‡ Construction commenced in 1902 by Imperial Military Authorities.

¶ Constructed under agreement and purchased by Natal Government under authority of Act No. 7 of 1905.

§ Built and opened as private lines and acquired by the Government as under:—
Maitland–Ottery—1st July, 1908. Cape Act No. 34 of 1906.
Rayton–Cullinan—1st July, 1909, under the Construction Act. Board Minute 5043 of 22nd November, 1909.
Modderpoort–Ladybrand—1st July, 1909, under the Construction Act. Board Minute 5066 of 15th January, 1910.
Klerksdorp–Fourteen Streams—6th April, 1907, I.C.C.R., 30th May, 1907.

‖ Mafeking–Buhrmannsdrif built as a private siding for the Mafeking Municipality and acquired by the Cape Government under Act No. 34 of 1906, on 16th May, 1907, as part of the Mafeking–Ottoshoop construction.

‡‡ Private lines include Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines. ¶		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1903	Cape No. 2	1906	22nd Jan.	Riversdale	Voor Bay	—	—	—	—	—	58		
1904	*I.C.C.R., 17th November		6th Feb.	Jagersfontein	Fauresmith	—	—	—	8 23	—			
1898	*a*Cape No. 40		1st March	Humansdorp	Two Streams	21 46	—	—	—	—			
1902	Cape No. 38		18th March	Elliot	Ugie	34 73	—	—	—	—			
1898	*a*Cape No. 40		1st April	Port Elizabeth	Humewood Road	1 00	—	—	—	—			
1904	*x*I.C.C.R., 8th June		6th April	Orkney (Eastleigh)	Fourteen Streams	—	—	—	—	—	135		
1901	Natal No. 36		16th May	Donnybrook	Creighton	—	15 03	—	—	—			
1903	Natal No. 46		1st June	Ennersdale	Loskop	—	12 35	—	—	—			
1898	*a*Cape No. 40		15th June	Two Streams	Assegaaibos	11 13	—	—	—	—			
1904	I.C.C.R., 16th November		21st June	Bethlehem	Kroonstad	—	—	—	90 15	—			
1904	I.C.C.R., 17th November		*b*21st June	Pienaar's River	Settlers	—	—	26 61	—	—			
1902	Cape No. 38		1st Aug.	Pampoenpoort	Carnarvon	37 37	—	—	—	—			
1902	Cape No. 38		29th Aug.	Ugie	Maclear	20 02	—	—	—	—			
1898	*a*Cape No. 40		3rd Sept.	Assegaaibos	Heights	22 58	—	—	—	—			
1898	*a*Cape No. 40		1st Oct.	Heights	Krakeel River	15 10	—	—	—	—			
1898	*a*Cape No. 40		1st Dec.	Krakeel River	Misgund	15 48	—	—	—	—			
1906	*a*Cape No. 34		*c*15th Dec.	Valley Junction	Walmer	3 40	—	—	—	—			
1902	Cape No. 38		17th Dec.	Eagle	Butterworth	23 02	—	—	—	—			
1905	I.C.C.R., 7th June		26th Dec.	Apex	Witbank	—	—	69 43	—	—			
1904	I.C.C.R., 17th November		27th Dec.	Pretoria North	Rustenburg	—	—	60 41	—	—			
—	—	—	—	††Nancefield	Pimville	—	—	—	—	—	2	710	6,711
1898	*a*Cape No. 40	1907	1st Jan.	Misgund	Avontuur	21 27	—	—	—	—			
1904	I.C.C.R., 11th June		13th March	Breyten	Ermelo	—	—	18 46	—	—			
1907	*x*I.C.C.R., 30th May		†6th April	Klerksdorp	Fourteen Streams	2 39	—	141 62	—	—	*142*		
1904	*a*Natal No. 41		18th April	Estcourt	Weenen	—	28 62	—	—	—			
1903	Natal No. 46		15th May	Loskop	Winterton	—	10 60	—	—	—			
1906	‡Cape No. 34		†16th May	Mafeking	Buhrmannsdrif	9 05	—	0 07	—	—	*10*		
1904	I.C.C.R., 16th November		2nd July	Modderpoort	Bethlehem	—	—	—	103 64	—			
1904	I.C.C.R., 17th November		5th July	Krugersdorp	Zeerust	—	—	127 43	—	—			
1904	*a*Cape No. 16		14th July	§§Knysna	Templeman	—	—	—	—	—	21		
1903	Natal No. 46		2nd Sept.	North Shepstone	South Shepstone	—	2 13	—	—	—			
1898	Cape No. 40		25th Sept.	Mossel Bay	George	32 42	—	—	—	—	—	579	7,079
1904	I.C.C.R., 11th June	1908	6th Feb.	Machadodorp	Breyten	—	—	55 03	—	—			
1905	I.C.C.R., 24th November		8th April	Hamilton	Beaconsfield	3 69	—	—	95 63	—			
1898	Cape No. 16		28th May	||Milnerton	—	—	—	—	—	2		
1904	*a*Natal No. 17		3rd June	Esperanza	Donnybrook	—	93 22	—	—	—			
1906	*x*Cape No. 34		†1st July	Maitland	Ottery	7 30	—	—	—	—	*7*	574	7,330
1901	Natal No. 36	1909	4th Feb.	Creighton	Riverside	3 60	8 73	—	—	—			
1906	§Natal No. 55		1st April	Vryheid (Vryheid East)	Hlobane	—	—	—	—	—			
1906	Cape No. 34		18th May	Barkly Bridge	Alexandria	54 20	—	—	—	—	17		
1909	Construction Act, Board Minute 5042 of 22 November		†1st July	Rayton	Cullinan	—	—	5 66	—	—	*6*		
1910	Construction Act, Board Minute 5066 of 15 January		†1st July	Modderpoort	Ladybrand	—	—	—	6 56	—	*7*	578	7,413

* I.C.C.R. represents the resolutions of the Inter-Colonial Council of the Transvaal and Orange Free State.

a 2-ft gauge. *b* Converted from 2-ft gauge to standard gauge, 30th October, 1923. *c* This section was uplifted 14th December, 1928.

x Built and opened as private lines and acquired by the Government as under:—
Maitland–Ottery—1st July, 1908, Cape Act No. 34 of 1906.
Rayton–Cullinan—1st July, 1909, under the Construction Act. Board Minute No. 5042 of 22nd November, 1909.
Modderpoort–Ladybrand—1st July, 1909, under the Construction Act. Board Minute 5066 of 15th January, 1910.
Klerksdorp–Fourteen Streams—6th April, 1907, I.C.C.R., 30th May, 1907.

§ Built on behalf of the Vryheid (Natal) Railway, Coal and Iron Company, Ltd.—Acquired by Government 1st April, 1920.

¶ Private lines include Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

§§ Line closed and uplifted May, 1949

‖‖ Line closed during March, 1957.

†† Owned by Johannesburg Municipality and operated by the Government since its opening in 1906.

† Date acquired by Government.

‡ Mafeking–Buhrmannsdrif built as private siding for the Mafeking Municipality and acquired by the Cape Government under Act No. 34 of 1906 on 16th May, 1907, as part of the Mafeking–Ottoshoop construction.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.						Private Lines.§		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.		Natal.		Transvaal.		Orange Free State.		South West Africa.		Opened during Year.	Total to Date.	
						m.	c.	m.	c.	m.	c.	m.	c.	m.	c.	m.	m.	m.
1906	Cape No. 34	1910	21st March	Riverside	Malenge	8	24	—		—		—		—				
1906	Natal No. 49		27th April	Utrecht Junction	Utrecht	—		—		—		—		—		26		
1908	Transvaal No. 25		29th April	Belfast	Lydenburg	—		—		64	26	—		—				
1909	Transvaal No. 10		15th May	Komatipoort	Newington	—		—		68	42	—		—				
1909	Transvaal No. 10		4th July	Dunswart	Cranbourne	—		—		3	11	—		—		—	604	7,583
1909	Transvaal No. 10	1911	2nd Jan	Welverdiend	Ventersdorp	—		—		29	27	—		—				
1910	**B.M. 5196130 of 2nd May		1st March	India Junction	Alberton	—		—		3	28	—		—				
1909	Transvaal No. 10		1st March	Ventersdorp	Coligny	—		—		34	10	—		—				
1909	Orange Free State No. 35		1st April	Sannaspos (Waterworks)	Dewetsdorp	—		—		—		31	19	—				
1906	xNatal No. 16		13th April	Umlaas Road	Mid Illovo	—		27	31	—		—		—				
1909	Transvaal No. 10		9th May	Pietersburg	Munnik	—		—		37	77	—		—				
1909	Transvaal No. 10		11th May	Coligny	Lichtenburg	—		—		16	50	—		—				
1906	Cape No. 34		31st May	Eendekuil	Graafwater	48	10	—		—		—		—				
1909	Transvaal No. 10		2nd July	Welgedag	Modderbee (New Modderfontein)	—		—		6	51	—		—				
1909	Transvaal No. 10		31st July	Ermelo	Piet Retief	—		—		70	12	—		—				
1909	Transvaal No. 10		15th Aug	Munnik	Bandelierkop	—		—		33	16	—		—				
1906	Cape No. 34		21st Aug	‖Hopefield	Berg River	10	42	—		—		—		—				
1909	Orange Free State No. 35		4th Sept	Dewetsdorp	Jammerdrif	—		—		—		22	41	—				
1904	Natal No. 16		7th Oct	Merrivale	Howick	—		2	36	—		—		—				
1909	Transvaal No. 10		9th Oct	Coligny	Barberspan	—		—		52	55	—		—				
1909	xNatal No. 6		8th Nov	Port Shepstone	Paddock	—		24	15	—		—		—				
1906	Cape No. 34		1st Dec	Lady Grey	Melk	9	77	—		—		—		—				
1909	Orange Free State No. 36		2nd Dec	Bethlehem	Reitz	—		—		—		35	45	—				
1909	Transvaal No. 10		4th Dec	Barberspan	Delareyville	—		—		8	65	—		—		—	604	8,088
1909	Orange Free State No. 3	1912	7th Feb	Jammerdrif	Wepener	—		—		—		4	07	—				
1906	Cape No. 34		1st March	Berg River	Langebaan Road	12	53	—		—		—		—				
1911	Union No. 33		15th April	Buhrmannsdrif	Ottoshoop	—		—		12	51	—		—				
1910	Transvaal No. 10		1st May	Firham	Vrede	—		—		18	53	25	62	—				
1906	Cape No. 34 (and 38 of 1902)		20th May	Wolseley	Ceres	10	29	—		—		—		—				
1906	Cape No. 34		1st Aug	Malenge	Llewellyn	19	52	—		—		—		—				
1911	Union No. 33		1st Aug	Llewellyn	Franklin	4	67	—		—		—		—				
1911	Union No. 33		4th Nov	Zeerust	Ottoshoop	—		—		18	72	—		—				
1909	Transvaal No. 10		9th Nov	Newington	Tzaneen	—		—		132	25	—		—				
1906	Cape No. 34		2nd Dec	Schoombee	Hofmeyr	31	03	—		—		—		—				
1906	Cape No. 34		2nd Dec	Otterv	Diep River	3	00	—		—		—		—				
1906	Cape No. 34		16th Dec	‖Langebaan Road	Vredenburg	12	07	—		—		—		—				
1906	Cape No. 34		20th Dec	Melk	Motkop	10	31	—		—		—		—				
—	—		—	Deduct— ¶Bridgend	Cape Collieries	*8*	*18*	—		—		—		—		—	604	8,396
1911	Union No. 33	1913	3rd March	Bandelierkop	Louis Trichardt	—		—		21	74	—		—				
1910	Transvaal No. 10		3rd March	Nelspruit	Rosehaugh	—		—		25	08	—		—				
1906	Cape No. 34		5th March	Vredenburg	‖Saldanha	9	44	—		—		—		—				
1913	Resolution of Union Parliament		†1st April	Grahamstown	Port Alfred	43	34	—		—		—		—		*44*		
1911	Union No. 33		15th May	Arlington	Senekal	—		—		—		27	30	—				
1911	Union No. 33		14th July	Piet Retief	Commondale	—		—		30	31	—		—				
1906	Cape No. 34		15th July	Butterworth	Idutywa	26	74	—		—		—		—				
1906	Cape No. 34		6th Aug	George	Oudtshoorn	45	30	—		—		—		—				
1911	Union No. 33		15th Sept	Tendeka	Dumbe	—		28	02	—		—		—				
1911	Union No. 33		3rd Nov	Reitz	Marsala	—		—		—		28	69	—				
1911	Union No. 33		3rd Nov	Graafwater	Kleipan	22	61	—		—		—		—				
1910	Transvaal No. 10		10th Nov	Rosehaugh	Sabie	—		—		30	28	—		—				
1911	Union No. 33		1st Dec	Greytown	Ahrens	—		19	70	—		—		—				
1911	Union No. 33		5th Dec	Louis Trichardt	Lilliput	—		—		61	39	—		—				
1911	Union No. 33		15th Dec	Dumbe	Commondale	—		16	27	1	53	—		—		—	560	8,792

† Date acquired by Government.

§ Private lines include the Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

** The cost of this line being under R100,000 the Railway Board, under Act No. 8 of 1908, was authorized to construct it.

x 2-ft. gauge.

‖ Converted from 2-ft. gauge to standard gauge, 19th December, 1926.

¶ Portion of Bamboo Junction–Cape Collieries line uplifted.

‖‖ 1 mile 33 chains taken over by the Defence Department.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.§		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1911	Union No. 33	1914	1st Jan.	Kleipan	Birdfield	6 65	—	—	—	—			
1911	Union No. 33		5th Jan.	Caledon	Rietpoel	27 43	—	—	—	—			
1911	Union No. 33		5th Jan.	Winterton	Bergville	—	18 27	—	—	—			
1911	*Union No. 33		2nd Feb.	Ixopo	Madonela	—	17 27	—	—	—			
1911	Union No. 33		23rd Feb.	Ahrens	Kranskop	—	12 26	—	—	—			
1911	Union No. 33		4th March	Marsala	Frankfort	—	—	—	17 39	—			
1911	*Union No. 33		3rd April	Gamtoos	Patensie	18 73	—	—	—	—			
1911	Union No. 33		6th April	Rietpoel	Klipdale	15 46	—	—	—	—			
1911	Union No. 33		5th May	Lilliput	Messina	—	—	19 08	—	—			
1911	Union No. 33		18th May	Sabie	Graskop	—	—	21 75	—	—			
1909	Transvaal No. 10		25th May	§§Cranbourne	Modderbee (New Modderfontein)	—	—	7 05	—	—			
1911	U.G.		— Sept.	‡Newleigh	Estcourt	—	‡‡26 04	—	—	—			
1913	Union No. 33		21st Dec.	Bethal	Morgenzon	—	—	27 35	—	—	—	560	9,027
1914	Union No. 2 (Spl. Session)	1915	18th Jan.	Prieska	Louisvale Road	143 23	—	—	—	—			
1913	Union No. 23		12th April	Dalton	Glenside	—	12 13	—	—	—			
1913	Union No. 23		31st May	Westleigh	Vierfontein	—	—	—	52 27	—			
1913	Union No. 23		31st May	Fauresmith	Koffiefontein	—	—	—	32 71	—			
1913	Union No. 23		30th June	Klipdale	Protem	10 12	—	—	—	—			
1916	**Union No. 41		1st Aug.	Louisvale Road	South West Africa Border	88 36	—	—	—	—			
1916	††Union No. 41		1st Aug.	Walvis Bay (Walvis)	Swakop River	22 42	—	—	—	—			
1911	Union No. 33		4th Aug.	Tzaneen	Soekmekaar	—	—	54 74	—	—			
1913	Union No. 23		16th Aug.	*Paddock	Izingolweni	—	12 04	—	—	—			
1913	Union No. 23		5th Oct.	Schroeders	Bruyns Hill	—	14 76	—	—	—			
1911	Union No. 33		15th Nov.	Birdfield	Klawer	1 26	—	—	—	—			
1913	Union No. 23		29th Nov.	Motkop	New England	19 63	—	—	—	—			
1913	Union No. 23		1st Dec.	Carnarvon	Williston	85 01	—	—	—	—	—	560	9.577
1913	Union No. 23	1916	17th Jan.	Idutywa	Bityi	41 79	—	—	—	—			
1913	Union No. 23		18th Feb.	Morgenzon	Amersfoort	—	—	27 72	—	—			
1913	Union No. 23		18th Feb.	Volksrust	Wakkerstroom	—	—	17 78	—	—			
1912	xU.G. No. 37		28th May	Boughton	Cedara (deviation)	—	11 65	—	—	—			
1913	Union No. 23		5th June	Wakkerstroom	Amersfoort	—	—	32 38	—	—			
1913	Union No. 23		30th June	Aliwal North	Zastron	1 63	—	—	53 50	—			
1913	Union No. 23		31st July	Vierfontein	Bothaville	—	—	—	23 06	—			
1913	Union No. 23		18th Sept.	Bityi	Umtata	29 14	—	—	—	—			
1913	Union No. 23		2nd Oct.	Williston	Kootjieskolk	38 62	—	—	—	—			
1913	Union No. 23		18th Oct.	Delareyville	Pudimoe	5 64	—	73 39	—	—			
1898	Cape No. 16		November	¶Ascot	Tygerberg	—	—	—	—	—	1		
1913	Union No. 23		24th Nov.	Donnybrook	Underberg	—	38 69	—	—	—	—	561	9.974

x This line represents a deviation that offers an alternative route to old line not being taken up—*vide* section 15 of Construction Act, No. 30 of 1922.

* 2-ft. gauge.

‡ This line is a deviation offering an alternative route to the original line. Newleigh–Willowgrange section of original line, 10 miles 53 chains in length, uplifted September, 1934, and section Willowgrange—Estcourt, 8 miles 70 chains, uplifted 1949.

§§ As a result of deviations between Cranbourne and Modderbee the distance was shortened by 1 mile 4 chains.

U.G.—Programme of New Works, 1910–12.

U.G. No. 37, 1912—Programme of New Works.

¶ Line closed during March, 1957.

§ Private lines include Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

** Built on behalf of Defence Department and added to open lines on date mentioned.

†† Built by Defence Department and added to open lines on date mentioned.

‡‡ As a result of deviations the distance was shortened by 8 miles 24 chains.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.§§		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1913	Union No. 23	1917	5th March	†Izingolweni	Harding	—	39 45	—	—	—			
1913	Union No. 23		20th June	Gingindlovu	Eshowe	—	19 75	—	—	—			
				Deduct—									
1916	Union No. 41		—	††Bamboo Junction	Bridgend	7 62	—	—	—	—	—	561	10,026
1913	Union No. 23	1918	2nd Feb	Kootjieskolk	Calvinia	43 47	—	—	—	—			
1913	Union No. 23		16th Sept	Kootjieskolk	Sak River	27 21	—	—	—	—	—	561	10,097
1913	*U.G. No. 20	1919	9th Jan	Umlaas Road	Pentrich (deviation)	—	19 19	—	—	—	—	561	10,116
1920	Union No. 15	1920	§1st April	Vryheid (Vryheid East)	Hlobane	—	17 02	—	—	—	*17*	544	10,116
1921	** —	1921	1st Nov	Pretoria West	Voortrekkerhoogte (Roberts Hts.)	—	—	—	—	—	8		
1913	*U.G. No. 20		28th Nov	Rossburgh	Cato Ridge	—	40 02	—	—	—	—	552	10,164
1922	Union No. 20	1922	§1st April	South West Africa Border	Swakop River	—	—	—	—	771 52			
1922	Union No. 20		§1st April	Seeheim	Lüderitz	—	—	—	—	197 69			
1922	Union No. 20		§1st April	Usakos–Karibib–Ounguati¶	‖‖Tsumeb	—	—	—	—	259 78			
1922	Union No. 20		§1st April	Otavi	¶¶Grootfontein	—	—	—	—	56 73			
1922	Union No. 20		§1st April	Otjiwarongo	***Outjo	—	—	—	—	45 37			
1922	Union No. 20		1st April	Kolmanskop	Bogenfels	—	—	—	—	—	74	626	11,569
1922	Union No. 30	1923	12th April	Dunswart	Apex (deviation)	—	—	4 16	—	—			
1922	Union No. 30		21st May	Queen's Bridge	Duff's Road (deviation)	—	5 76	—	—	—			
1922	Union No. 30		8th July	Canelands (Umdloti)	Maidstone (deviation)	—	7 02	—	—	—			
1922	Union No. 30		6th Aug	Kamfersdam	Winter's Rush	34 29	—	—	—	—			
1922	Union No. 30		9th Aug	Belmont	Douglas	53 22	—	—	—	—			
1922	Union No. 30		30th Oct	Settlers	Tuinplaas	—	—	13 22	—	—	—	626	11,687
1921	§ —	1924	1st Jan	Pretoria West	Voortrekkerhoogte (Roberts Hts.)	—	—	7 38	—	—	8		
1922	Union No. 30		7th April	Lydenburg	Ohrigstad	—	—	32 16	—	—			
1923	‡‡ —		15th April	Naboomspruit	Crecy	—	—	12 17	—	—			
1922	Union No. 30		16th April	Wepener	Zastron	—	—	—	46 62	—			
1922	Union No. 30		19th April	Klipdale	Bredasdorp	25 36	—	—	—	—			
1922	‖Union No. 30		1st May	Balfour North	Grootvlei	—	—	12 51	—	—			
1922	Union No. 20		25th May	Gamams	Kapps	—	—	—	—	17 20			
1922	Union No. 30		16th June	Pinelands	Langa	2 51	—	—	—	—			
1922	Union No. 30		24th July	Heilbron	Petrus Steyn	—	—	—	31 06	—			
1922	Union No. 30		10th Sept	Ohrigstad	Steelpoort	—	—	42 22	—	—			
1922	Union No. 20		19th Sept	Kapps	Ondekaremba	—	—	—	—	12 50			
1923	‡‡ —		22nd Sept	Crecy	Singlewood	—	—	8 35	—	—			
1922	Union No. 30		3rd Nov	Franklin	Kokstad	25 54	—	—	—	—			
1922	Union No. 30		4th Nov	Franklin	Matatiele	47 76	—	—	—	—			
1922	Union No. 30		14th Nov	Oudtshoorn	Calitzdorp	35 20	—	—	—	—			
1922	Union No. 30		15th Dec	Hercules	Schoemansville	—	—	17 64	—	—			
1922	Union No. 30		15th Dec	Touws River	Kareevlakte	41 59	—	—	—	—			
				Deduct—									
—	¶ —		—	†Karibib	Ounguati	—	—	—	—	*8 73*	—	618	12,089

§ Date acquired by Government.
‖ Private siding acquired and added to open lines on date mentioned.
†† Balance of Bamboo Junction–Cape Collieries line uplifted.
¶ With the linking of the Kranzberg–Tsumeb line (2-ft. gauge) with Usakos by means of a third rail between Usakos and Kranzberg on 3-ft. 6-in. gauge track of improved location, section Karibib–Ounguati (8 m. 73 c.) uplifted in 1924.
** This line is an extension of Siding No. 117 from a point 1¾ miles from Pretoria West. The extension, 5¾ miles in length, was built on behalf of Defence Department.
* These lines represent deviations that offer alternative routes to old lines not being taken up—*vide* section 15 of Construction Act, No. 30 of 1922.
U.G.—No. 20, 1913—Programme of New Works.
‡‡ Originally constructed as a road-rail track; converted to ordinary 3-ft. 6-in. gauge on 17th October 1927, Act No. 33 of 1925.
‖‖ Due to deviations carried out during conversion of the narrow-gauge line to 3-ft. 6-in. gauge the distance was reduced by 6 miles 76 chains.
¶¶ Due to deviations carried out during conversion of the narrow-gauge line to 3-ft. 6-in. gauge the distance was reduced by 48 chains.
*** Due to deviations carried out during conversion of the narrow-gauge line to 3-ft. 6-in. gauge the distance was reduced by 1 mile 65 chains.
§§ Private lines include Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

DATES OF OPENING AND MILEAGES OF LINES—*(continued)*.

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.‖		Total Mileage Open at End of each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1922	Union No. 30	1925	21st Jan.	Rustenburg	Boshoek	—	—	15 17	—	—			
1922	Union No. 30		14th April.	Magaliesburg	Skeerpoort	—	—	23 09	—	—			
1922	Union No. 30		26th May.	Skeerpoort	Schoemansville	—	—	10 11	—	—			
1922	Union No. 30		26th June.	Eshowe	Extension	—	1 00	—	—	—			
1922	Union No. 30		29th June.	Kareevlakte	Plathuis	22 29	—	—	—	—			
1925	Union No. 37		1st Aug.	*Worcester North	Voor Bay	204 70	—	—	—	—	*205*		
1922	Union No. 30		1st Sept.	Ermelo	Lothair	—	—	30 51	—	—			
1925	¶Union No. 33		25th Sept.	§Elandshoek	Solarvale	—	—	9 40	—	—			
1922	Union No. 30		1st Oct.	Nylstroom	Vaalwater	—	—	45 62	—	—			
1922	Union No. 30		14th Oct.	Senekal	Marquard	—	—	—	29 78	—			
1922	Union No. 30		19th Oct.	Plathuis	Ladismith	24 09	—	—	—	—			
1922	Union No. 30		26th Nov.	Frankfort	Villiers	—	—	—	19 40	—			
1922	Union No. 30		1st Dec.	‡Fort Beaufort	Katberg	24 36	—	—	—	—	—	413	12,344
1922	Union No. 20	1926	18th Jan.	†Upington	Warmsand	40 42	—	—	—	—			
1922	Union No. 30		18th Jan.	Villiers	Grootvlei	—	—	17 54	1 67	—			
1922	Union No. 30		9th March.	Harrismith	Meul River	—	—	—	19 36	—			
1922	Union No. 30		21st May.	†Warmsand	Noordvoor	12 69	—	—	—	—			
1922	Union No. 30		7th June.	Meul River	Warden	—	—	—	15 77	—			
1924	Union No. 31		1st July.	Mtubatuba	Hluhluwe	—	32 00	—	—	—			
1925	Union No. 33		2nd Aug.	Klawer	Lutzville (Vlermuisklip)	31 26	—	—	—	—			
1924	Union No. 31		16th Aug.	Hluhluwe	Mkuze	—	37 22	—	—	—			
1922	Union No. 33		18th Aug.	†Noordvoor	Kakamas	1 32	—	—	—	—			
1925	Union No. 31		1st Sept.	Addo	Sunland	6 01	—	—	—	—			
1924	Union No. 30		15th Sept.	Mkuze	Candover	—	11 48	—	—	—			
1925	Union No. 33		19th Nov.	‡Katberg	Seymour	9 30	—	—	—	—			
1925	Union No. 33		22nd Nov.	Citrus	Plaston	—	—	17 48	—	—			
1925	Union No. 33		8th Dec.	Lutzville (Vlermuisklip)	Landplaas	19 11	—	—	—	—	—	413	12,618
1925	Union No. 33	1927	7th Jan.	Sunland	Kirkwood	14 54	—	—	—	—			
1925	Union No. 33		10th Feb.	§Solarvale	Mount Carmel	—	—	2 25	—	—			
1925	Union No. 33		27th April.	Landplaas	Bitterfontein	31 63	—	—	—	—			
1925	Union No. 33		2nd May.	Makwassie	Ottosdal	—	—	37 56	—	—			
1925	Union No. 33		1st July.	Ottosdal	Vermaas	—	—	21 53	—	—			
1924	Union No. 31		4th July.	Candover	Pongola River	—	8 51	—	—	—			
1926	Union No. 35		4th July.	Pongola River	Golela	—	—	3 56	—	—			
1925	Union No. 33		14th Sept.	Imvani	Qamata	26 79	—	—	—	—	—	413	12,766
1925	Union No. 33	1928	31st Jan.	Winter's Rush	Koopmansfontein	27 41	—	—	—	—			
1925	Union No. 33		24th Feb.	Klerksdorp	Ottosdal	—	—	47 49	—	—			
1925	Union No. 33		14th April.	Potchefstroom	Fochville	—	—	31 29	—	—			
1922	Union No. 30		1st May.	George	Knysna	42 07	—	—	—	—			
1925	Union No. 33		11th June.	Brits	Beestekraal	—	—	26 41	—	—			
1925	Union No. 33		2nd July.	Singlewood	Zebediela	—	—	31 21	—	—			
1925	Union No. 33		9th July.	Ondekaremba	Seeis	—	—	—	—	12 02			
1925	Union No. 33		18th July.	Bothaville	Wesselsbron	—	—	—	42 71	—			
				LINES UPLIFTED.									
—	—		— June.	Mtubatuba	Somkele	—	*12 20*	—	—	—			
—	—		14th Dec.	Valley	Walmer	*3 40*	—	—	—	—	—	413	13,011

* Date acquired by Government.
† 2-ft. gauge—converted to 3-ft. 6-in. gauge and completed on 21st October, 1949.
‡ Converted to 3-ft. 6-in. gauge on 20th May, 1940.
§ 2-ft. gauge—uplifted November, 1931.

‖ Private lines include Natal–Zululand Railway (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.
¶ Private siding acquired and added to open lines on date mentioned. Uplifted November, 1931.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.*		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1925	Union No. 33	1929	3rd April	Hermon	Porterville	36 10	—	—	—	—			
1925	Union No. 33		10th April	Ceres	Prince Alfred Hamlet	6 25	—	—	—	—			
1925	Union No. 33		16th April	Wesselsbron	Bultfontein	—	—	—	35 45	—			
1925	Union No. 33		31st July	Arlington	Lindley	—	—	—	12 26	—			
1925	Union No. 33		12th Aug.	Boshoek	Middelwit	—	—	58 35	—	—			
1927	Union No. 30		31st Aug.	Messina	Beit Bridge	—	—	10 10	—	—			
1925	Union No. 33		14th Nov.	Derwent	Stoffberg	—	—	37 73	—	—			
1925	Union No. 33		1st Dec.	Seeis	Witvlei	—	—	—	—	66 44			
				LINE UPLIFTED.									
1929	Union No. 8		17th April	Monument	Sea Point	*3 51*	—	—	—	—	—	413	13,271
1927	Union No. 30	1930	7th Jan.	Fort Knokke	Bay Junction	1 09	—	—	—	—			
1925	Union No. 33		13th Jan.	Empangeni	Heatonville	—	17 35	—	—	—			
1927	Union No. 30		14th April	Bay Junction	Woltemade No. 1	3 01	—	—	—	—			
1925	Union No. 33		24th April	Parys	Vredefort	—	—	—	10 75	—			
1925	Union No. 33		14th May	Petrus Steyn	Lindley	—	—	—	27 67	—			
1925	Union No. 33		19th Sept.	Heatonville	Nkwalini	—	22 34	—	—	—			
1929	Union No. 8		1st Nov.	Koopmansfontein	Postmasburg	65 74	—	—	—	—			
1929	Union No. 8		6th Nov.	Witvlei	Gobabis	—	—	—	—	31 44			
1925	Union No. 33		10th Dec.	New England	Barkly East	18 06	—	—	—	—	—	413	13,469
1925	Union No. 33	1931	3rd June	Molteno	Jamestown	41 72	—	—	—	—			
1925	Union No. 33		1st July	Chailey	Mount Alida	—	25 33	—	—	—			
1925	Union No. 33		—	Greyville Cabin	Berea Road	—	1 36	—	—	—			
				LINES UPLIFTED.									
			— Aug.	Colesberg Junction	Colesberg	*2 27*	—	—	—	—			
1931	Union No. 43		15th Nov.	Elandshoek	Mount Carmel	—	—	*11 65*	—	—	—	413	13,524
				Deduct—									
		1932		†Hamilton	Tempe	—	—	—	—	—	*4*	409	13,520
1931	Union No. 43	1934	26th Feb.	Northam	Thabazimbi	—	—	28 72	—	—			
1933	Union No. 3		29th July	Germiston	Elsburg	—	—	2 55	—	—			
1933	Union No. 25		21st Sept.	Tuinplaas	Marble Hall	—	—	36 36	—	—			
1931	Union No. 43		15th Oct.	Kleinstraat	Matroosberg	8 27	—	—	—	—			
				Deduct—									
				‡Newleigh	Willowgrange	—	*10 53*	—	—	—	—	409	13,586
1933	Union No. 25	1935	19th Oct.	Springs	Kaydale	—	—	19 58	—	—	—	409	13,606
1936	Union No. 10	1936	6th Feb.	§Postmasburg	Beeshoek	4 39	—	—	—	—			
1931	Union No. 43		1st May	Point	Congella	—	1 52	—	—	—			
1936	Union No. 10		15th June	Palingpan	Manganore	3 48	—	—	—	—			
1936	Union No. 10		30th June	Beeshoek	Lohatlha	18 61	—	—	—	—	—	409	13,634
				LINE UPLIFTED.									
		1937	—	Point	Durban	—	*1 78*	—	—	—	—	409	13,632
1937	Union No. 35	1938	6th Nov.	Midway	Bank	—	—	20 78	—	—	—	409	13,653

* Private lines include Natal–Zululand Railway, (Verulam–Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.

† Disconnected and closed on 1st April, 1932, but not uplifted.

‡ Section of original line built in 1885, uplifted September, 1934, as no longer required.

§ Private siding acquired and added to open lines on date mentioned.

DATES OF OPENING AND MILEAGES OF LINES—(*continued*).

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.*		Total Mileage Open at End of Each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m
1937	Union No. 35	1940	12th Jan.	Crown	Langlaagte	—	—	3 17	—	—			
1937	Union No. 35		2nd Dec.	Germiston	Jupiter	—	—	2 53	—	—			
				Deduct—									
				Kolmanskop	Bogenfels	—	—	—	—	—	*74*	335	13,585
1940	Union No. 24	1943	29th Jan.	New Canada (Canada)	Phefeni	—	—	3 01	—	—			
1939	Union No. 37		7th June.	Hercules	Koedoespoort	—	—	7 17	—	—	—	335	13,595
				Deduct—									
		1944	—	‖‖Port Nolloth	Okiep	—	—	—	—	—	*109*	226	13,486
1940	Union No. 24	1945	4th June.	Village Main (Booysens)	Faraday	—	—	1 12	—	—			
						—	§§6 11	—	—	—	—	226	13,494
1944	Union No. 38	1946	1st June	Ogies	Vandyksdrif	—	—	21 08	—	—	—	226	13,515
1894	Natal No. 34	1947	**1st July	Verulam	Tugela	—	50 25	—	—	—	*50*	176	13,515
1946	Union No. 40	1948	7th June.	Whites	Odendaalsrus	—	—	—	24 27	—			
						¶ *15 20*	—	—	—	—	—	176	13,524
				Deduct—									
		1949	—	‡‡Knysna	Templeman	—	—	—	—	—	*21*		
				‖Willowgrange	Estcourt	—	*10 07*	—	—	—			
						¶ *1 24*	—	—	—	—			
						†† *0 42*	—	—	—	—	—	155	13,493
1948	Union No. 42	1950	2nd Oct.	Vandyksdrif	Broodsnyersplaas	—	—	12 24	—	—	—	155	13,505
1948	Union No. 42	1951	13th June.	Grootvlei	Redan	—	—	39 01	—	—	—		
1943	Union No. 13		21st Dec.	Springs	Welgedag	—	—	5 10	—	—	—	155	13,549
1951	Union No. 49	1952	18th Dec.	Odendaalsrus	Allanridge	—	—	—	8 63	—	—		
				Deduct—									
				*x*Kommadagga	Cookhouse	*4 12*	—	—	—	—	—		
				*a*Swartkops	Kariega	*0 77*	—	—	—	—	—		
				¶¶Rossburgh	Port Shepstone	—	*4 08*	—	—	—	—	155	13,555
1952	Union No. 14	1953	14th Oct.	Lohatlha	Sishen	18 10	—	—	—	—	—		
				Deduct—									
				(§) Cape Town Docks	Junction with main line	*5 31*	—	—	—	—	—	155	13,568
1953	Union No. 39	1954	1st Sept.	Virginia	Glen Harmony	—	—	—	5 40	—	—	155	13,574
1940	Union No. 24	1955	7th Feb.	Phefeni	Dube	—	—	1 16	—	—	—		
1955	Union No. 2		28th Feb.	Beaconsfield	Kamfersdam (avoiding line)	5 42	—	—	—	—	—		
						6 08‡	—	***7 73	—	—	—		
1955	Union No. 2		11th Aug.	Springs	Natalspruit	—	—	22 51	—	—	—	155	13,608
		1956		Deduct—									
				xx Bloemfontein	Vaal River Bridge	—	—	—	*6 17*	—	—		
				xxx Cranbourne	Modderbee	—	—	*1 04*	—	—	—		
						—	—	***2 02	—	—	—	155	13,596

** Date acquired by Government.
‡ Subsidiary lines Cape Town area.
¶ As a result of deviations on the Cape Eastern main line the distance between East London and Queenstown was reduced by 16 miles 44 chains.
* Private lines include Natal–Zululand Railway, (Verulam-Tugela, 50 miles), leased to the Government as from 1st July, 1907, and taken over by S.A.R. on 1st July, 1947.
§ As a result of the construction of a new marshalling-yard at Cape Town the distance between Harbour Zero and junction with the main line has been reduced by 5 miles 31 chains.
§§ Subsidiary line (Durban area).
xx As a result of deviations between Bloemfontein and Vaal River Bridge the distance has been shortened by 6 miles 17 chains.
xxx As a result of deviations between Cranbourne and Modderbee the distance was shortened by 1 mile 4 chains.
†† As a result of deviations in 1949, the distance between Komga and Eagle has been reduced by 42 chains.
‡‡ Line closed and uplifted May, 1949.
‖ Section of original line built in 1885, uplifted in 1949.
‖‖ Partly uplifted and balance being used as a mine railway.
x As a result of deviations between Kommadagga and Cookhouse the distance has been reduced by 4 miles 12 chains.
a As a result of deviations between Swartkops and Kariega the distance has been reduced by 77 chains.
¶¶ As a result of deviations between Rossburgh and Port Shepstone the distance has been reduced by 4 miles 08 chains.
*** Subsidiary lines Germiston–Vereeniging.

DATES OF OPENING AND MILEAGES OF LINES—*(continued)*.

Authority to Construct or Acquire.		Opened.		Section.		Government Lines.					Private Lines.*		Total Mileage Open at End of each Year.
Year.	Act.	Year.	Month.	From.	To.	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	South West Africa.	Opened during Year.	Total to Date.	
						m. c.	m. c.	m. c.	m. c.	m. c.	m.	m.	m.
1956	Union No. 43	1957	1st April	Alliance	Daveyton	—	—	1 48	—	—	—		
1946	Union No. 40		17th April	Leeuhof	Vaal River Bridge	—	—	3 06	—	—	—		
				Deduct—		—							
				(*b*) Cookhouse	Cradock	6 44	—	—	—	—	—		
				(*c*) Volksrust	Standerton	—	—	*1 62*	—	—	—		
				(*d*) Bay Junction	Milnerton	—	—	—	—	—	*3*	152	**13,587**
1955	Union No. 47	1958	31st Oct	Crown	Westgate	—	—	1 19	—	—	—		
1955	Union No. 47		22nd Dec	Dube	Naledi	—	—	6 14	—	—	—		
1955	Union No. 47		1st Nov	Cor Delfos	Saulsville	—	—	4 77	—	—	—		
				Deduct—									
				(*c*) Volksrust	Standerton	—	—	*4 29*	—	—	—		
				(*e*) Cradock	Rosmead	*2 15*	—	—	—	—	—		
						—	—	***0 10*	—	—	—	152	**13,591**
1955	Union No. 47	1959	30th June	Kutalo	Pilot	—	—	10 25	—	—	—		
1955	Union No. 47		30th June	Germiston	Kutalo	—	—	0 45	—	—	—		
1955	Union No. 47		3rd June	Elsburg	Simpan	—	—	2 66	—	—	—		
1956	Union No. 43		—	Pinelands	Nyanga	5 59	—	—	—	—	—		
1960	Union No. 20	—	1st Dec	(*i*) Vryburg	Ramatlhabama	112 17	—	—	—	—	*112*		
				Deduct—									
				(*f*) Standerton	Union	—	—	*0 59*	—	—	—		
				(*e*) Cradock	Rosmead	*0 43*	—	—	—	—	—		
				(*g*) Pietermaritzburg	Ladysmith	—	*11 44*	—	—	—	—		
				(*h*) Vredenburg	Saldanha	*1 33*	—	—	—	—	—	40	**13,604**
1960	Union No. 21	1960	24th April	Newcastle	Rooipunt	—	2 40	—	—	—	—	40	**13,606**
1959	Union No. 35	1961	1st March	Sishen	Hotazel	40 60	—	—	—	—	—		
1957	Union No. 49	1961	3rd April	Kaalfontein	Tembisa	—	—	2 31	—	—	—		
1955	Union No. 47	1961	27th Nov	Pilot	Kwesine	—	—	1 46	—	—	—		
		1961	28th April	Beaconsfield	Kamfersdam (new avoiding line)	5 45	—	—	—	—	—		
		1961	3rd May	Macfarlane	Fieldsview	7 01	—	—	—	—	—		
		1961				0 51	—	—	—	—	—		
		1961		(*n*) Danskraal	Harrismith	—	2 76	—	—	—	—		
				Add—									
				(*j*) Rosmead	Noupoort	0 75	—	—	—	—	—		
				Deduct—									
				(*k*) Usakos	Tsumeb	—	—	—	—	*6 76*	—		
				(*l*) Otavi	Grootfontein	—	—	—	—	*0 48*	—		
				(*m*) Otjiwarongo	Outjo	—	—	—	—	*1 65*	—		
				(*j*) Standerton	Union	—	—	*4 10*	—	—	—		
				(*o*) Coerney	Sand Flats	*0 20*	—	—	—	—	—		
				xx Stanger	Kearsney	—	—	—	—	—	—	*8*	
					Total to 31st March, 1962	5,447 42	1,537 52	3,506 48	1,669 66	1,453 46	—	32	**13,647**

	3-ft. 6-in. Gauge. Miles.	2-ft. Gauge. Miles.	Total. Miles.
Government Lines	13,175	440	13,615
* Private Lines	32	—	32
Total	13,207	440	13,647

* 3-ft. 6-in. Gauge		Miles.
	Milnerton Junction–Milnerton	4
	Utrecht Junction–Utrecht	26
	Nancefield–Pimville	2
		32

*** Subsidiary lines Germiston–Vereeniging area.

(*b*) As a result of deviations between Cookhouse and Cradock the distance was shortened by 6 miles 44 chains.

(*c*) As a result of deviations between Volksrust and Standerton the distance was shortened by 6 miles 11 chains.

(*d*) Line closed from 4 miles 3 chains.

(*e*) As a result of deviations between Cradock and Rosmead the distance was shortened by 2 miles 58 chains

(*f*) As a result of deviations between Standerton and Union the distance was shortened by 4 miles 69 chains

(*g*) As a result of deviations between Pietermaritzburg and Ladysmith the distance was shortened by 11 miles 14 chains.

(*h*) 1 mile 33 chains taken over by Defence Department.

(*j*) As a result of deviations between Rosmead and Noupoort the distance was increased by 75 chains.

(*k*) Due to deviations during widening of narrow-gauge section Usakos–Tsumeb the distance was reduced by 6 miles 76 chains.

(*l*) Due to deviations during widening of narrow-gauge section Otavi–Grootfontein the distance was reduced by 48 chains.

(*m*) Due to deviations during widening of narrow-gauge section Otjiwarongo–Outjo the distance was reduced by 1 mile 65 chains.

(*n*) As a result of regrading and deviations the distance between Danskraal and Harrismith has been increased by 2 miles 54 chains.

(*o*) As a result of doubling and deviations, the distance between Coerney and Sand Flats has been reduced by 20 chains.

¶ Subsidiary lines Kimberley area.